

## Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-05 CIAE-00 COME-00  
DODE-00 DOTE-00 INR-10 NSAE-00 L-03 IO-14 /053 W  
-----123024 071837Z /46

P R 071810Z AUG 78  
FM AMEMBASSY LONDON  
TO SECSTATE WASHDC PRIORITY 8867  
INFO FAA WASHDC  
FAA BRUSSELS

UNCLAS LONDON 12556

FAA WASHDC PASS AIA-100, AAT-300

E.O. 11652: N/A  
TAGS: EAIR, UK  
SUBJECT: CIVAIR - LONDON MEETING - NORTH ATLANTIC  
SYSTEMS PLANNING GROUP (NAT/SPG)

1. STATES WHICH PROVIDE AIR TRAFFIC SERVICES OVER THE NORTH ATLANTIC MET IN LONDON ON JULY 31-AUGUST 7, 1978, TO DETERMINE IF THE OPERATIONAL SITUATION INCLUDING AIR NAVIGATION PERFORMANCE BY OPERATORS, WHICH HAS BEEN IMPROVING SINCE AUTOMATED NAVIGATION SYSTEMS WERE FIRST INTRODUCED, HAD IMPROVED SUFFICIENTLY TO PERMIT A REDUCTION IN LATERAL SEPARATION BETWEEN AIRCRAFT FROM 120 TO 60 NAUTICAL MILES. THE PROPOSAL WHICH WAS CONSIDERED INVOLVED OPERATIONS IN THE ICAO DESIGNATED MINIMUM NAVIGATION PERFORMANCE SPECIFICATION (MNPS) AIRSPACE.

2. THE MEETING FOUND THAT PERFORMANCE HAD NOT YET IMPROVED TO THE EXTENT NECESSARY, AND CONCLUDED THAT AN EVALUATION WHICH BEGAN ON DECEMBER 29, 1977, SHOULD CONTINUE UNTIL DECEMBER 31, 1978. THE ADDITIONAL DATA IS EXPECTED TO BE CONSIDERED AT THE NEXT FORMAL MEETING  
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OF NAT/SPG OF THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) IN PARIS DURING THE FIRST CALENDAR QUARTER 1979.

3. THE STATES WHICH MET INCLUDED CANADA, ICELAND, PORTUGAL, UNITED KINGDOM, AND THE U.S. OTHER NAT/SPG MEMBER STATES WHICH ATTENDED WERE FRANCE AND THE

NETHERLANDS. INDUSTRY GROUPS INCLUDED THE INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA) AND THE INTERNATIONAL FEDERATION OF AIR LINE PILOTS ASSOCIATION (IFALPA).

4. IN MAKING ITS EVALUATION, THE MEETING CATEGORIZED AND WEIGHTED NAVIGATION DEVIATIONS WHICH HAD BEEN OBSERVED BY THE COASTAL RADAR MONITORING SYSTEMS. THE RESULTANT FIGURES WERE THEN ANALYZED USING A STATISTICAL ANALYSIS METHOD DEVELOPED BY THE U.S. USING THE WEIGHTED FIGURES, IT WAS FOUND THAT, WITH REGARD TO THE TWO ERROR CATEGORIES INVOLVED, DEVIATIONS OF 30 NAUTICAL MILES OR MORE WERE WITHIN MNPS LIMITS, BUT DEVIATIONS OF 50-70 MILES, WHICH WOULD FALL ON THE ADJOINING TRACK IN A 60-MILE LATERAL SEPARATION SYSTEM, WERE OUTSIDE THE LIMITS.

5. THE MEETING ALSO CONCLUDED THAT, IN VIEW OF THE RESULTS OF THE EVALUATION, CORRECTIVE ACTION BY OPERATORS, STATES, AND ICAO WOULD BE NEEDED. IT IS EXPECTED THAT NAT/SPG WILL ASK ICAO THAT STEPS BE TAKEN TO OBTAIN THE REQUIRED IMPROVEMENTS IN NAVIGATION PERFORMANCE. AS A CONSEQUENCE, ACTION BY U.S. OPERATORS AND BY THE FAA MAY BE NECESSARY.

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## Message Attributes

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**Review Markings:**  
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